Grain Transportation Report

A weekly publication of the
Transportation and Marketing Programs/Transportation Services Branch
www.ams.usda.gov/tmdtsb/grain

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Weekly Highlights

Falling Ocean Rates Favor Ocean Movements to Mexico. Grain movements to Mexico are shifting from rail to ocean transport, helped by **ocean freight rates** which have dropped 37 percent from May of last year. As a result, **cross-border** rail grain deliveries to Mexico (4-week running average) are 25 percent below the same period last year even as **Mexico commitments** (exports plus unshipped sales) for corn, soybeans, and wheat are up 6 percent.

Competition for Rail Capacity Causes Tight Market for Grain Transport. Grain continues to compete with other commodities for limited rail capacity. For the week ending June 3, intermodal shipments were up 6.3 percent, coal up 5.3 percent, and total carload traffic up 3.4 percent from the same week last year. Although **grain rail carloads originated** for the week ending June 3 totaled 19,239 carloads—up 5.8 percent—compared to the same week last year, they fell nearly 15 percent from the week ending May 27th.

Although secondary railcar market bids and offers continued to decline this week for most delivery periods, higher-than-normal levels suggest that shippers still expect rail capacity for grain to be tight during July through November 2006. Non-shuttle **secondary railcar market rates** for July through October 2006 delivery are from \$46 to \$175 higher than for the same week last year.

Barge Rates Likely to Remain High, Volumes Drop 3rd Consecutive Week. Barge rates will likely remain above average as non-grain commodities, such as cement and steel, continue to utilize barges normally dedicated to hauling grain. For the week ending June 7, **barge rates** rose at most points on the river from the previous week and remain substantially above average. The St. Louis rate of \$11.25 is 58 percent above the same week last year and 107 percent above the 3-year average. Southbound **barge grain shipments** for the week ending June 10 totaled 666,000 tons, 20 percent below than the same week a year ago. Total year-to-date grain tonnages, at 14.7 million tons, are 3 percent ahead of last year's tonnages.

For the week ending June 10, **downbound grain barges** declined 11 percent from last week while grain barges unloaded in New Orleans were 6 percent lower than last week. There were 384 **upbound empty barges** at Mississippi River Locks 27, 23 more than last week.

Vessel Loadings Remain Strong. Thirty-five **U.S. Gulf vessels loaded** during the week ending June 8, just over 9 percent more than this week last year and 2 percent above the 4-year average. Forty-eight vessels are due in the next 10 days, 9 percent below last year and 2 percent below the 4-year average.

Inspections Drop This Week, But Remain Up from Last Year. Grain inspections from **all ports** for the week ending June 8 dropped 17 percent from the previous week. They were 8 percent higher than the same period last year, but 5 percent lower than the 3-year average. **U.S. Gulf** inspections fell 18 percent from last week and 3 percent from the same week last year. **Mississippi Gulf** inspections were slightly above the same week last year and the 3-year average, while **Texas Gulf** inspections were down for the same periods. **PNW** inspections were 21 percent below the previous week, 90 percent above last year, and 8 percent above the 3-year average.

Export Sales Commitments—New Crop Wheat Down Overall, But Up for the Top 10 Importers. The 2006/07 wheat crop year started on June 1. Although the new crop **wheat export commitments** are 2 percent below last year, the top 10 importers' commitments are 16 percent higher. **Corn export** commitments for the week ending June 1 were 47 million mt, 15 percent above the same period last year. **Soybean export** commitments, at 23.6 million mt, fell 19 percent from last year.

Truck and Fuel Prices. For the week ending June 12, average **U.S. diesel fuel prices** were \$2.918-- \$0.028 above last week, and 28 percent above this week for 2005.

Feature Article/Calendar

Jun. 20-21, '06	GEAPS Leadership Forum	St. Louis, MO	612-339-4625
Jun. 20-23, '06	International Fuel Ethanol Workshop & Expo	Milwaukee, WI	719-539-0300
Jun. 22-25, '06	Georgia Feed & Grain Association Convention	Ponte Verde Beach, FL	404-256-4403
Jun. 27-28, '06	USDA Risk Management and Alternative Energy Conference	Kansas City, MO	202-720-4623
Jul. 8-12, '06	Joint ASTA-CSTA Annual Convention	Chicago, IL	240-632-9454
Jul. 9-11, '06	31st Annual Summer Ports, Waterways, Freight & International Trade Conference	La Jolla, CA	202-234-2934
Jul. 12-15, '06	Florida Feed Association Convention	Longboat Key, FL	813-633-6944
Jul. 13, '06	52nd Inland Waterways Users Board Meeting	Paducah, KY	703-428-7166
Jul. 16-18, '06	Southern Feed & Grain Association Convention	San Destin, FL	601-856-9194
Jul. 17-18, '06	BNSF Railways Regional Ag. Summit	Bismarck, ND	817-867-6129
Jul. 23-26, '06	Envisioning the Future AAEA 2006 Annual Meeting	Long Beach, CA	515-233-3202
Jul. 26, '06	3rd Annual North Central Seed Conference	St. Paul, MN	651-451-2340
Aug. 22-24, '06	3rd Annual Midwest Specialty Grains Conference and Trade Show	Bloomington, MN	612-252-1453
Aug. 28-29, '06	Feed Industry Outlook and Symposium	Minneapolis, MN	651-635-9157
Sep. 10-11, '06	NGFA Board of Directors Meeting	Santa Fe, NM	202-289-0873
Sep. 10-15, '06	AAPA 2006 Annual Convention	New Orleans, LA	866-276-3566
Sep. 17-20, '06	World Grain Summit: Foods and Beverages	San Francisco, CA	651-454-7250
Oct. 10-13, '06	Contracting U.S. Soybeans and Harvest Tour	Fargo, ND	701-231-7736

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail[2]	Barge	Ocean	
Week ending				Gulf	Pacific
06/14/06	196	131	215	165	206
06/07/06	194	160	208	160	194

[1]Indicator: Base year 2000 = 100; Weekly updates include truck = diesel ($/gallon); rail = nearby secondary rail market ($/car); barge = spot Illinois River basis (index = percent of tariff rate); and ocean = routes to Japan ($/metric ton)

[2]The rail indicator is not an index. It is the difference between the nearby secondary rail market bid for this week and the average bid for year 2000 (+) 100.

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

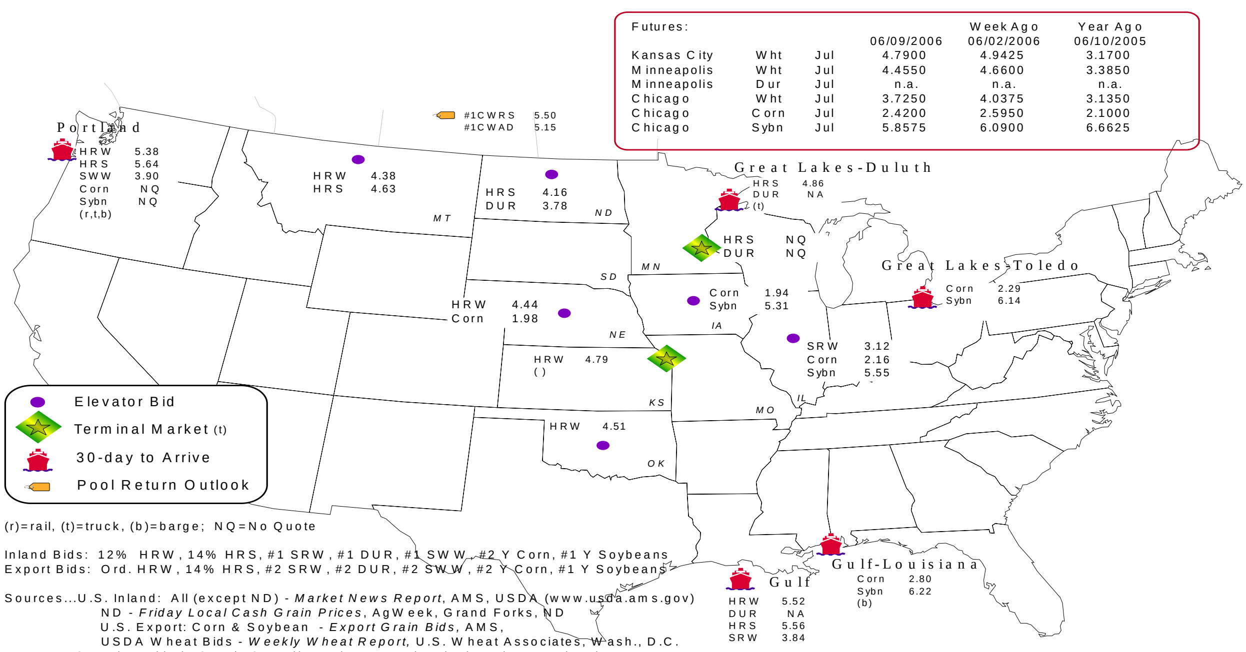
Market Update: U.S. Origins to Export Position Price Spreads ($/bushel)

Commodity	Origin--Destination	6/9/2006	6/2/2006
Corn	IL--Gulf	-0.64	-0.62
Corn	NE--Gulf	-0.82	-0.77
Soybean	IA--Gulf	-0.91	-0.89
HRW	KS--Gulf	-0.73	-0.75
HRS	ND--Portland	-1.48	-1.45

Note: nq = no quote
Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1
Grain bid summary



Rail Transportation

Table 3
Rail Deliveries to Port (carloads)[1]

Week ending	Mississippi Gulf [2]	Texas Gulf	Cross-Border Mexico	Pacific Northwest	Atlantic & East Gulf	Total
6/07/2006[p]	737	1,096	824	3,842	231	6,730
5/31/2006[r]	1,122	2,095	874	4,323	294	8,708
2006 YTD	36,488	50,435	20,985	94,505	10,763	213,176
2005 YTD	24,468	37,624	30,783	102,387	7,167	202,429
2006 YTD as % of 2005 YTD	149	134	68	92	150	105
Last 4 weeks as % of 2005 [3]	165	139	75	100	562	112
Last 4 weeks as % of 4-year avg.[3]	n/a	116	83	140	222	n/a
Total 2005	50,696	99,079	61,151	224,079	15,690	450,695
Total 2004	41,957	93,500	58,843	208,334	10,957	407,143

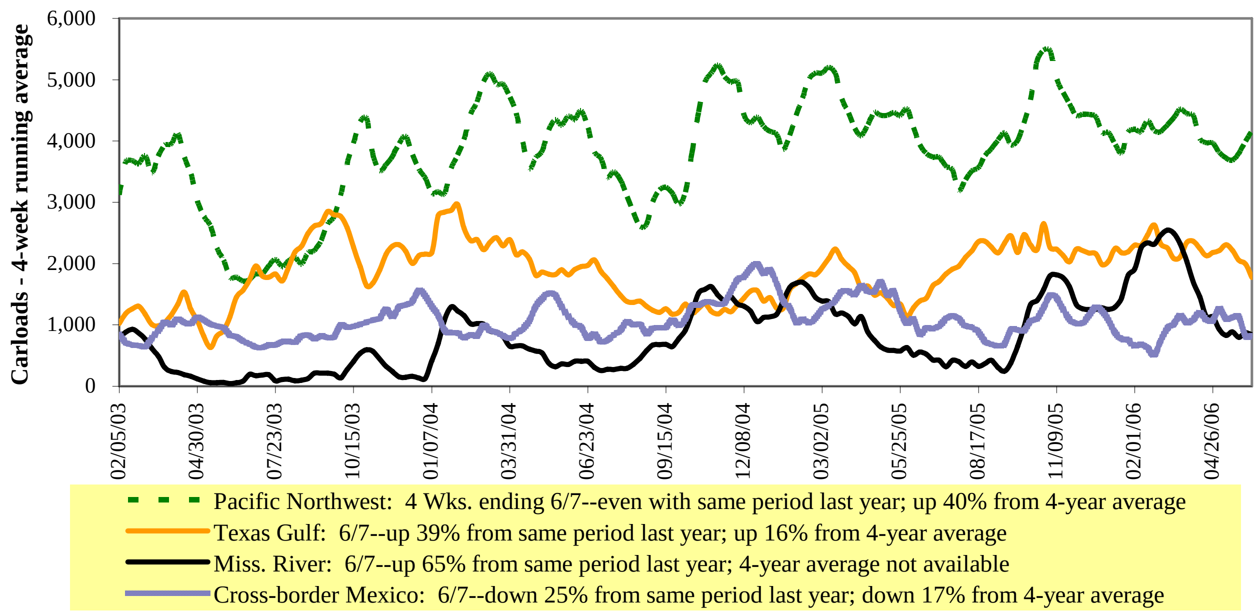
[1] Data is incomplete as it is voluntarily provided; [2] Mississippi Gulf data back to January, 2004 from several new sources has been added resulting in large increases in the numbers reported; [3] Compared with same 4-weeks in 2005 and prior 4-year average; [4] Includes 53rd week.

YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 33 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2
Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

Class I Rail Carrier Grain Car Bulletin (grain carloads originated)

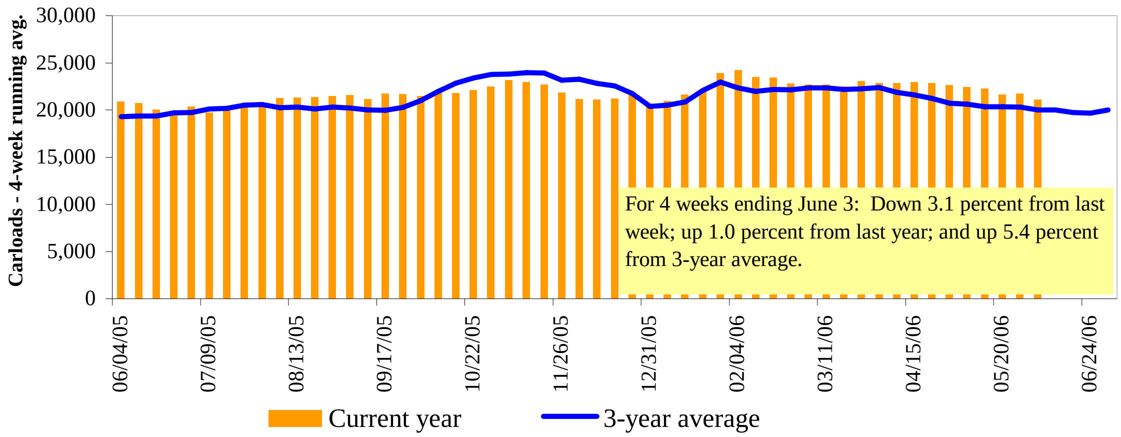
	East		West			U.S. total	Canada	
Week ending	CSXT	NS	BNSF	KCS	UP		CN	CP
06/03/06	3,188	2,376	8,101	420	5,154	19,239	4,398	3,699
This week last year	2,585	2,865	6,870	420	5,446	18,186	3,494	3,663
2006 YTD	68,329	70,768	213,683	12,996	132,942	498,718	102,836	95,689
2005 YTD	66,497	74,252	204,406	13,708	132,881	491,744	94,507	88,454
2006 YTD as % of 2005 YTD	103	95	105	95	100	101	109	108
Last 4 weeks as % of 2005[1]	103	101	103	120	96	101	127	96
Last 4 weeks as % of 3-yr avg.[1]	104	99	117	163	92	105	122	106
Total 2005	152,060	167,465	476,033	27,459	307,170	1,130,187	225,817	215,145

[1]As a percent of the same period in 2005 and the prior 3-year average. YTD = year-to-date.

Source: Association of American Railroads (www.aar.org)

Figure 3

Total Weekly U.S. Class I Railroad Grain Car Loadings



Source: Association of American Railroads

Table 5

Rail Car Auction Offerings[1] ($/car)[2]

Week ending	Delivery period					
6/10/2006	Jul-06	Jul-05	Aug-06	Aug-05	Sep-06	Sep-06
BNSF[3]						
COT/N. grain	no offer	no bid	170	21	no offer	76
COT/S. grain	no offer	no bid	125	7	no offer	98
UP[4]						
GCAS/Region 1	no offer	no bid	no bid	1	no offer	no offer
GCAS/Region 2	no offer	no offer	68	1	no offer	no offer

[1]Auction offerings are for single-car and unit train shipments only.

[2]Average premium/discount to tariff, last auction

[3]BNSF - COT = Certificate of Transportation

N includes: ID, MN, MT, ND, OR, SD, WA, WI, WY, and Manitoba, Canada.

S includes: CO, IA, IL, KS, MO, NE, OK, TX, NM, AZ, CA, UT, and NV.

[4]UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

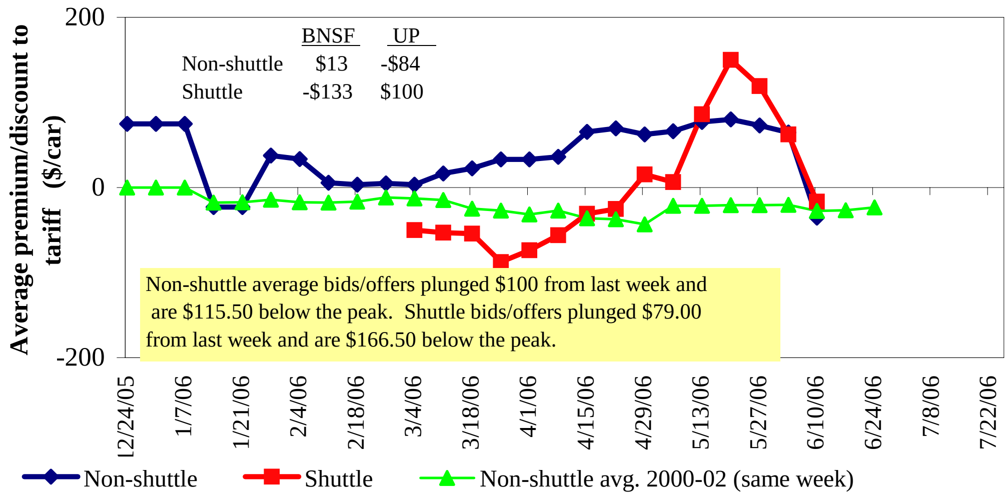
Source: Transportation & Marketing Programs/AMS/USDA. n/a = not applicable

Rail service may be ordered directly from the railroad via **auction** for guaranteed service, or via tariff for nonguaranteed service, or through the secondary railcar market.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

Bids/Offers for Railcars to be Delivered in July 2006, Secondary Market

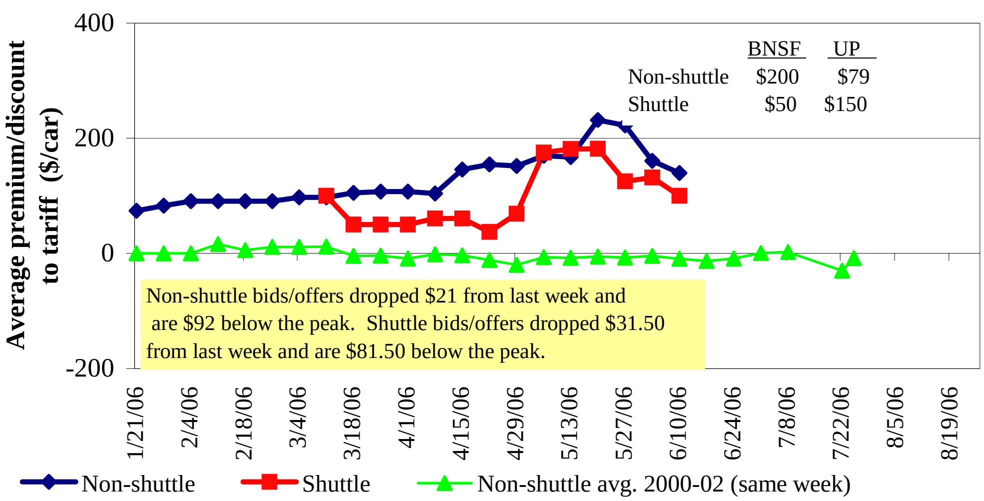


Non-shuttle bids include unit-train and single-car bids.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

Bids/Offers for Railcars to be Delivered in August 2006, Secondary Market

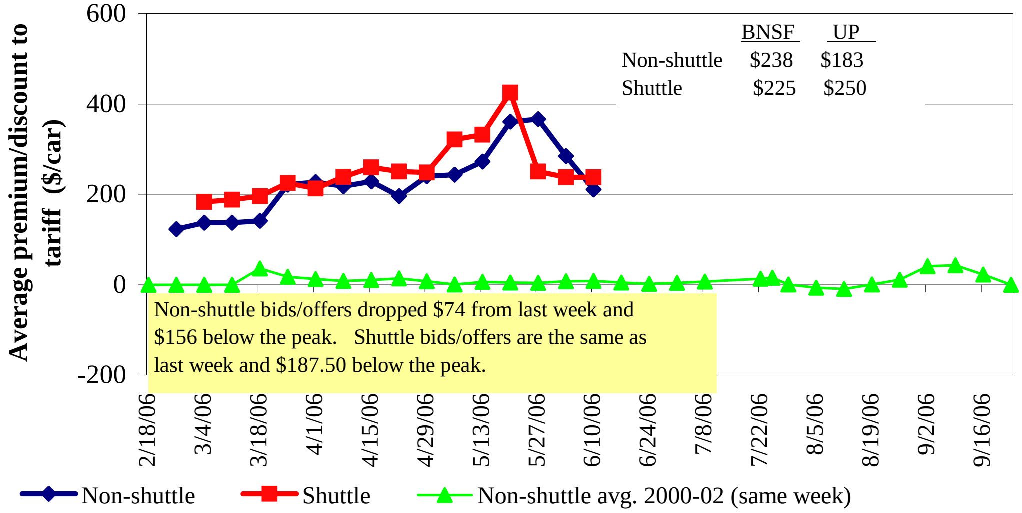


Non-shuttle bids include unit-train and single-car bids.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in September 2006, Secondary Market



Non-shuttle bids include unit-train and single-car bids.

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

Weekly Secondary Rail Car Market ($/car)[1]

Week ending	Delivery period					
6/10/2006	**Jul-06**	**Aug-06**	**Sep-06**	**Oct-06**	**Nov-06**	**Dec-06**
Non-shuttle						
BNSF-GF	13	200	238	250	n/a	n/a
Change from last week	-87	50	-112	-150	n/a	n/a
Change from same week 2005	63	154	154	150	n/a	n/a
UP-Pool	-84	79	183	300	213	n/a
Change from last week	-113	-92	-36	0	-25	n/a
Change from same week 2005	46	75	126	175	n/a	n/a
Shuttle[2]						
BNSF-GF	-133	50	225	425	300	150
Change from last week	-158	-63	-25	-125	-225	0
Change from same week 2005	n/a	n/a	n/a	n/a	n/a	n/a
UP-Pool	100	150	250	n/a	n/a	n/a
Change from last week	0	0	25	n/a	n/a	n/a
Change from same week 2005	n/a	n/a	n/a	n/a	n/a	n/a

[1]Average premium/discount to tariff, $/car-last week

[2]Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,
Missing value = n/a; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments[1]

Effective date: 6/5/2006	Origin region	Destination region	Rate/car	As % of same month last year	Rate per metric ton	Rate per bushel[2]
Unit train[1]						
Wheat	Chicago, IL	Albany, NY	$1,861	100	$20.51	$0.56
	Kansas City, MO	Galveston, TX	$2,020	100	$22.27	$0.61
	South Central, KS	Galveston, TX	$2,550	109	$28.11	$0.77
	Minneapolis, MN	Houston, TX	$3,020	125	$33.29	$0.91
	St. Louis, MO	Houston, TX	$2,460	110	$27.12	$0.74
	South Central, ND	Houston, TX	$4,149	112	$45.73	$1.24
	Minneapolis, MN	Portland, OR	$3,963	94	$43.68	$1.19
	South Central, ND	Portland, OR	$3,963	94	$43.68	$1.19
	Northwest, KS	Portland, OR	$4,490	105	$49.49	$1.35
	Chicago, IL	Richmond, VA	$2,161	108	$23.82	$0.65
Corn	Chicago, IL	Baton Rouge, LA	$2,610	104	$28.77	$0.73
	Council Bluffs, IA	Baton Rouge, LA	$2,470	101	$27.23	$0.69
	Kansas City, MO	Dalhart, TX	$2,365	120	$26.07	$0.66
	Minneapolis, MN	Portland, OR	$3,130	87	$34.50	$0.88
	Evansville, IN	Raleigh, NC	$1,961	109	$21.62	$0.55
	Columbus, OH	Raleigh, NC	$1,850	109	$20.39	$0.52
	Council Bluffs, IA	Stockton, CA	$3,606	100	$39.75	$1.01
Soybeans	Chicago, IL	Baton Rouge, LA	$2,655	108	$29.27	$0.80
	Council Bluffs, IA	Baton Rouge, LA	$2,515	102	$27.72	$0.75
	Minneapolis, MN	Portland, OR	$3,610	100	$39.79	$1.08
	Evansville, IN	Raleigh, NC	$1,961	109	$21.62	$0.59
	Chicago, IL	Raleigh, NC	$2,561	107	$28.23	$0.77
Shuttle train[1]						
Wheat	St. Louis, MO	Houston, TX	$1,920	101	$21.16	$0.58
	Minneapolis, MN	Portland, OR	$3,763	97	$41.48	$1.13
Corn	Fremont, NE	Houston, TX	$2,124	80	$23.41	$0.59
	Minneapolis, MN	Portland, OR	$3,024	88	$33.33	$0.85
Soybeans	Council Bluffs, IA	Houston, TX	$2,412	87	$26.59	$0.72
	Minneapolis, MN	Portland, OR	$3,170	93	$34.94	$0.95

[1]A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

[2]Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

Table 8

Tariff Rail Rates for U.S. Bulk Grain Shipments to U.S.-Mexico Border Crossings

Commodity	Origin state	Border crossing region	Train size[1]	Tariff rate[2]	As % of same month last year	Rate per metric ton	Rate per bushel[3]
Effective date: 06/05/06							
Wheat	KS	Brownsville, TX	Shuttle	$2,959	104	$30.23	$0.82
	ND	Eagle Pass, TX	Unit	$4,211	78	$43.03	$1.17
	OK	El Paso, TX	Shuttle	$2,235	99	$22.84	$0.62
	OK	El Paso, TX	Unit	$2,540	104	$25.95	$0.71
	AR	Laredo, TX	Unit	$2,600	109	$26.57	$0.72
	IL	Laredo, TX	Unit	$3,405	107	$34.79	$0.95
	MT	Laredo, TX	Shuttle	$3,980	95	$40.67	$1.11
	TX	Laredo, TX	Shuttle	$2,274	114	$23.23	$0.63
	MO	Laredo, TX	Shuttle	$2,840	104	$29.02	$0.79
	WI	Laredo, TX	Unit	$3,623	106	$37.02	$1.01
Corn	NE	Brownsville, TX	Shuttle	$3,543	114	$36.20	$0.92
	NE	Brownsville, TX	Unit	$3,623\[4]	99	$37.02	$0.94
	IA	Eagle Pass, TX	Unit	$3,773	113	$38.55	$0.98
	MO	Eagle Pass, TX	Shuttle	$3,364\[4]	111	$34.37	$0.87
	NE	Eagle Pass, TX	Shuttle	$3,764\[4]	109	$38.46	$0.98
	IA	Laredo, TX	Shuttle	$3,696	113	$37.76	$0.96
Soybean	IA	Brownsville, TX	Shuttle	$3,318	115	$33.90	$0.92
	MN	Brownsville, TX	Shuttle	$3,614	114	$36.93	$1.00
	NE	Brownsville, TX	Shuttle	$3,127	116	$31.95	$0.87
	NE	Eagle Pass, TX	Shuttle	$3,203	116	$32.73	$0.89
	IA	Laredo, TX	Unit	$3,357	115	$34.30	$0.93

[1]A unit train refers to shipments of at least 52 cars. Shuttle train are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

[2]Rates are based upon published tariff rates for high-capacity rail cars.

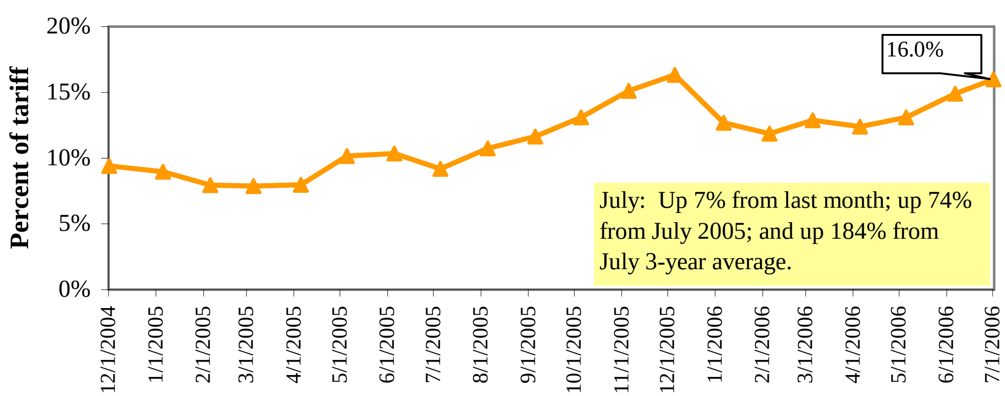
[3]Approximate load per car = 97.87 metric tons: Corn 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[4]High-capacity rate not available, rate estimated using published low-capacity tariff rate x 1.08

Sources: www.bnsf.com, www.uprr.com

Figure 7.

Railroad Fuel Surcharges, North American Weighted Average[1]



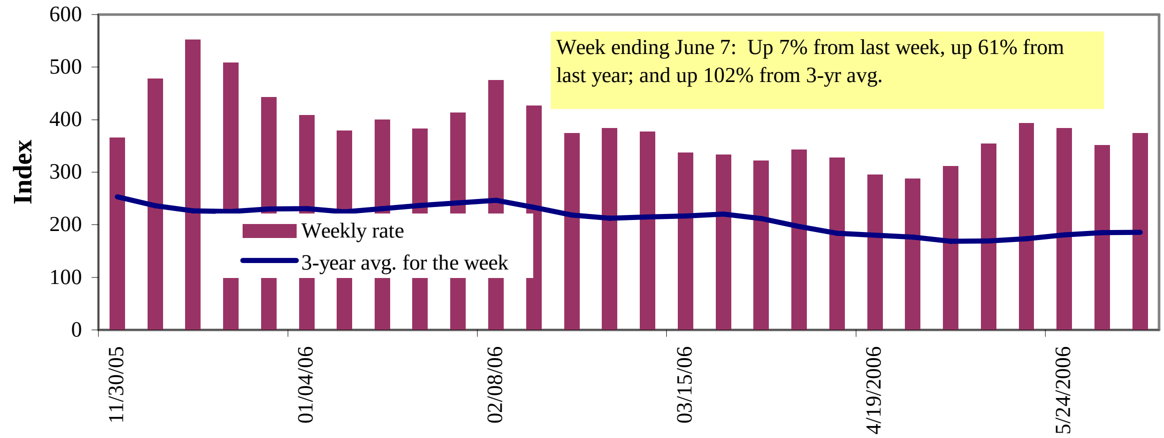
[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.

Sources: www.bnsf.com, www.cn.ca, www8.cpr.ca, www.csx.com, www.kcsi.com, www.nscorp.com, www.uprr.com

Barge Transportation

Figure 8

Illinois River Barge Rate Index - Quotes[1,2]



[1] Index = percent of tariff rate; [2]4-week moving average for the 3-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Rate Quotes: Southbound Barge Freight

		Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Index[1]	6/7/2006	466	388	374	282	307	307	274
	5/31/2006	434	379	351	273	303	303	273
$/ton	6/7/2006	28.85	20.64	17.35	11.25	14.40	12.40	8.60
	5/31/2006	26.86	20.16	16.29	10.89	14.21	12.24	8.57
Current week % change from the same week:								
	Last year	62	60	61	58	85	82	64
	3-year avg.	105	107	109	107	133	130	114
Index	July	474	416	402	337	344	345	325
	September	592	566	564	545	555	555	539

[1]Index = percent of tariff, based on 1976 tariff benchmark rate

Source: Transportation & Marketing Programs/AMS/USDA

Calculating barge rate per ton:
(Index * 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 9).

Note: The Illinois barge rate is for Beardstown, IL, La Grange Lock & Dam (L&D 8). The index, along with rate quotes and futures market bids are indicators of grain transport supply and demand.

Figure 9

Benchmark tariff rates

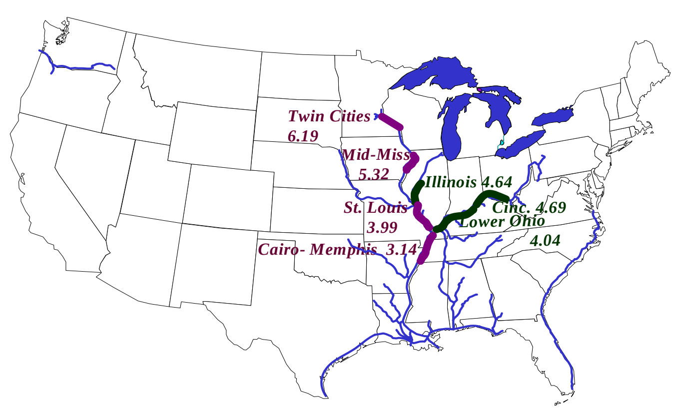
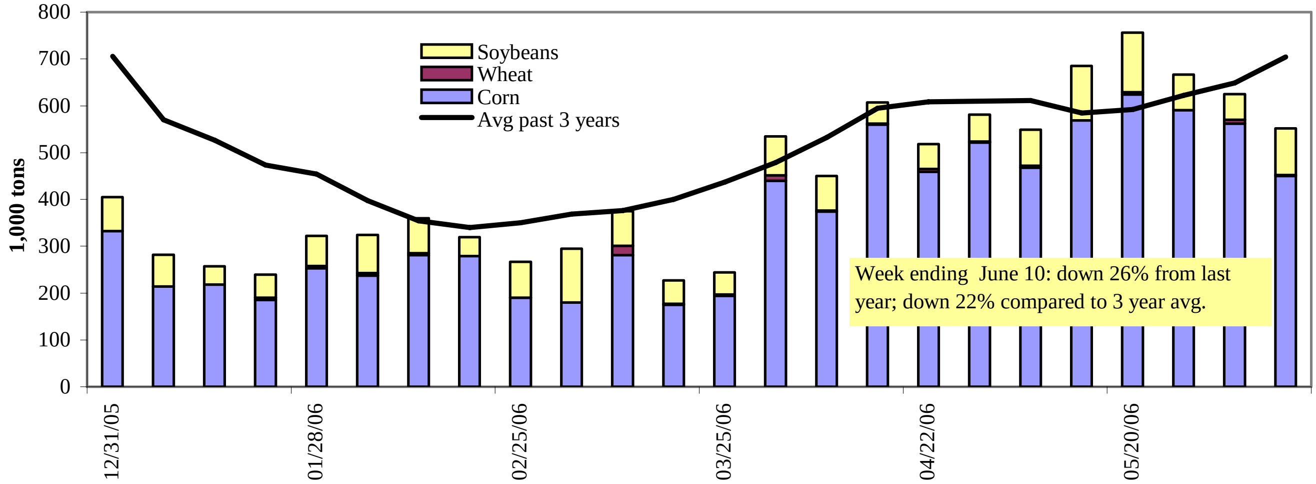


Figure 10

Barge Movements on the Mississippi River[1] (Locks 27 - Granite City, IL)



[1] The 3-year average is a 4-week moving average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 10

Barge Grain Movements (1,000 tons)

Week ending 6/10/2006	Corn	Wheat	Soybean	Other	Total
Mississippi River					
Rock Island, IL (L15)	287	0	31	0	317
Winfield, MO (L25)	318	2	59	0	378
Alton, IL (L26)	482	2	82	0	566
Granite City, IL (L27)	450	2	100	0	551
Illinois River (L8)	157	0	20	0	177
Ohio River (L52)	59	0	26	0	84
Arkansas River (L1)	0	11	11	8	31
2006 YTD[1]	10,901	489	2,950	338	14,678
2005 YTD	9,668	715	3,572	324	14,279
2006 as % of 2005 YTD	113	68	83	104	103
Last 4 weeks as % of 2005[2]	102	102	102	102	100
Total 2005	23,761	1,620	7,276	731	33,388

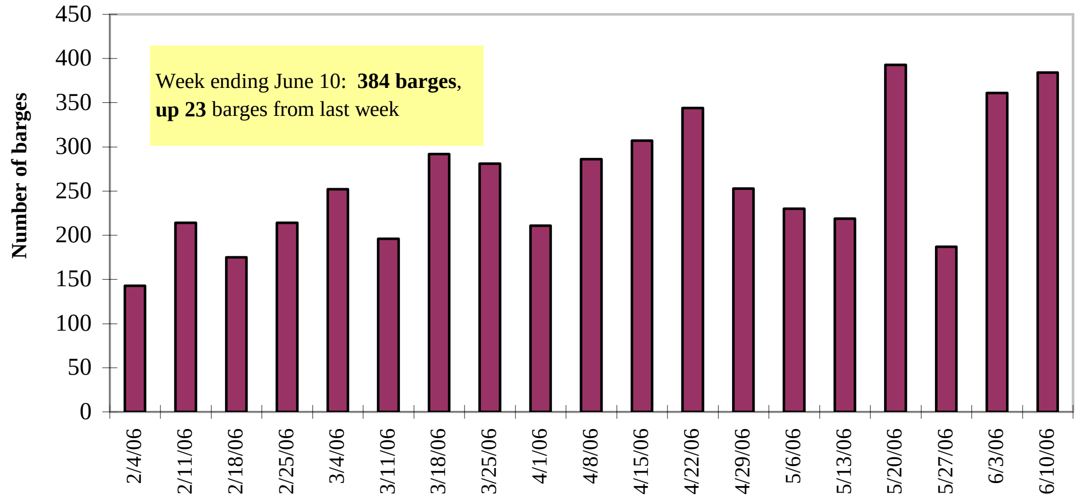
[1] YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

[2] As a percent of same period in 2005.

Note: Total may not add exactly, due to rounding

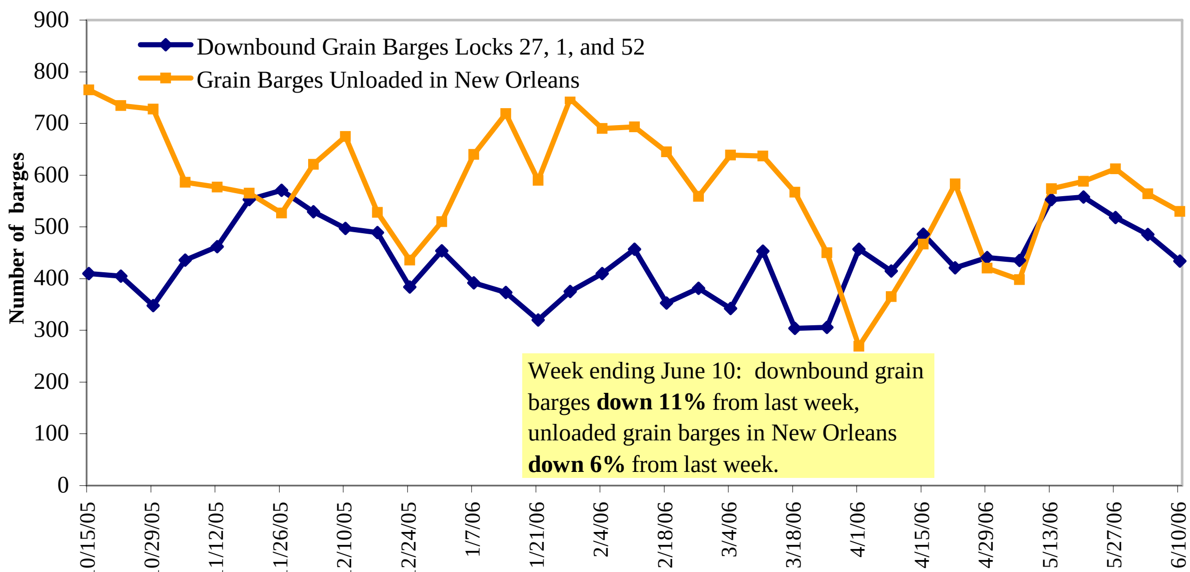
Source: U.S. Army Corp of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webrpts/default.asp)

Figure 11
Upbound Empty Barges Transiting Mississippi River Lock 27



Source: Army Corps of Engineers

Figure 12
Grain Barges for Export in New Orleans Region



Source: Army Corps of Engineers and GIPSA

Truck Transportation

The **weekly diesel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for truck grain movements, accounting for 37 percent of the estimated variable cost.

Table 11

Retail on-Highway Diesel Prices[1], Week Ending 6/12/06 (US$/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.909	0.028	0.601
	New England	2.979	0.010	0.580
	Central Atlantic	2.997	0.005	0.598
	Lower Atlantic	2.866	0.041	0.605
II	Midwest[1]	2.874	0.037	0.626
III	Gulf Coast[2]	2.848	0.043	0.601
IV	Rocky Mountain	3.041	-0.002	0.831
V	West Coast	3.149	-0.010	0.785
	California	3.217	-0.010	0.760
Total	U.S.	2.918	0.028	0.642

[1]Diesel fuel prices include all taxes.

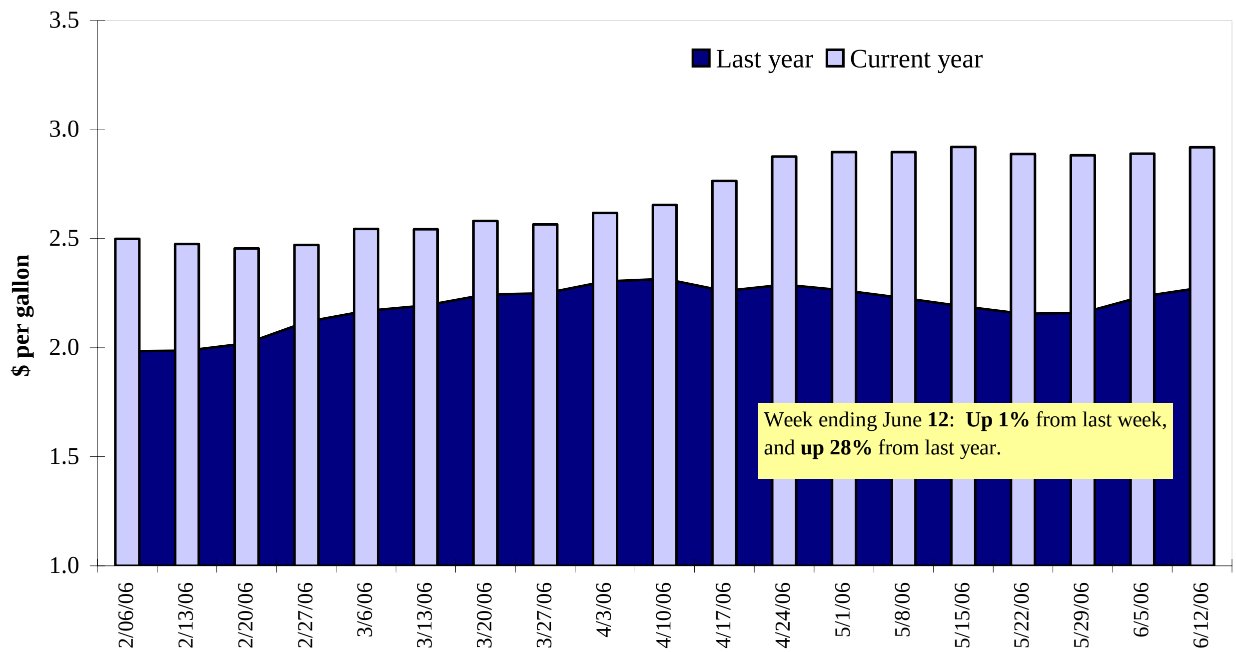
[2]Same as North Central

[3]Same as South Central

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

Grain Exports

Table 12

U.S. Export Balances and Cumulative Exports (1,000 metric tons)

	Wheat						Corn	Soybeans	Total
Week ending[1]	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances									
6/1/2006	969	504	1,192	761	225	3,651	8,420	1,733	13,804
This week year ago	1,465	354	1,279	427	124	3,649	6,386	1,522	11,557
Cumulative exports-crop year [2]									
2005/06 YTD	31	0	2	4	0	36	38,619	21,878	60,533
2004/05 YTD	48	5	32	21	0	105	34,401	27,793	62,299
YTD 2005/06 as % of 2004/05	65	0	6	19	0	34	112	79	97
Last 4 wks as % of same period 2004/05	51	85	53	108	72	62	137	117	111
2004/05 Total	9,407	3,217	8,083	4,773	686	26,117	44,953	29,878	100,948
2003/04 Total	12,697	3,785	6,928	4,895	1,053	29,359	47,704	24,108	101,171

[1] Current unshipped export sales to date

[2] Shipped export sales to date, new crop year now in efect for wheat

Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Table 13

Top 5 Importers[1] of U.S. Corn

Week ending 06/01/06	Total Commitments[2]			% change	Exports[3]
	2006/07	2005/06	2004/05	current CY	
Crop Year (CY)	Next CY	Current CY	Last CY	from last CY	2004/05
		- 1,000 mt -			- 1,000 mt -
Japan	275	14,995	13,725	9	16,429
Mexico	117	6,004	5,439	10	6,278
Taiwan	0	4,560	3,980	15	4,690
Egypt	0	3,325	3,455	(4)	4,563
Korea	56	4,241	1,484	186	2,268
Top 5 importers	**448**	**33,125**	**28,083**	**18**	**32,143**
Total US corn export sales	**762**	**47,040**	**40,787**	**15**	
Top 5 importers' share of U.S. corn export sales	59%	70%	69%		
USDA forecast, June 2006	**54,610**	**51,440**	**46,078**	**12**	

(n) indicates negative number.

[1]Based on FAS 2004/05 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Sep 1 - Aug 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped); FAS Weekly Export Sales Report.

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 14

Top 5 Importers[1] of U.S. Soybeans

Week ending 06/01/06	Total Commitments[2]			% change	Exports[3]
	2006/07	2005/06	2004/05	current CY	
Crop Year (CY)	Next CY	Current CY	Last CY	from last CY	2004/05
		- 1,000 mt -			- 1,000 mt -
China	1,752	9,361	11,892	(21)	11,850
Mexico	40	3,220	3,341	(4)	3,579
Japan	393	2,718	2,835	(4)	3,289
Taiwan	0	1,478	1,524	(3)	1,585
Indonesia	0	1,070	903	19	1,079
Top 5 importers	**2,185**	**17,847**	**20,495**	**(13)**	**21,382**
Total US soybean export sales	**2,916**	**23,611**	**29,315**	**(19)**	
Top 5 importers' share of U.S. soybean export sales	75%	76%	70%		
USDA forecast, June 2006	**29,670**	**24,490**	**30,019**	**(18)**	

(n) indicates negative number.

[1]Based on FAS 2004/05 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Sep 1 - Aug 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped).

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 15

Top 10 Importers[1] of U.S. Wheat

Week ending 06/01/06	Total Commitments[2]		% change	Exports[3]
	2006/07	2005/06	current CY	
Crop Year (CY)	Current CY	Last CY	from last CY	2005/06
	- 1,000 mt -			- 1,000 mt -
Nigeria	48	245	(55)	3,098
Japan	548	408	34	3,061
Mexico	466	362	29	2,625
Iraq	0	158	(100)	1,237
Philippines	627	298	110	1,878
Egypt	55	165	(67)	1,952
Korea, South	159	162	(2)	1,191
Venezuela	66	79	(17)	1,085
Taiwan	124	131	(5)	953
Italy	112	103	9	748
Top 10 importers	**2,159**	**1,865**	**16**	**17,827**
Total US wheat export sales	**3,687**	**3,754**	**(2)**	
Top 10 importers' share of U.S. wheat export sales	59%	50%		
USDA forecast, June 2006	**24,490**	**27,220**	**(10)**	

(n) indicates negative number.

[1]Based on FAS 2005/06 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped); FAS Weekly Export Sales Report.

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

Grain Inspections for Export by U.S. Port Region (1,000 metric tons)

Port regions	Week ending 06/08/06	2006 YTD[1]	2005 YTD[1]	2006 YTD as % of 2005 YTD	Last 4-weeks as % of 2005	Last 4-weeks as % of 3-yr. avg.	Total[1] 2005
Pacific Northwest							
Wheat	232	4,939	4,750	104	133	123	10,801
Corn	214	4,366	4,341	101	104	122	10,130
Soybeans	0	2,303	3,201	72	54	67	6,225
Total	**446**	**11,608**	**12,292**	**94**	**111**	**118**	**27,156**
Mississippi Gulf							
Wheat	59	1,817	2,397	76	84	90	4,643
Corn	684	15,389	12,081	127	144	128	28,202
Soybeans	128	6,844	7,817	88	96	137	14,793
Total	**871**	**24,050**	**22,295**	**108**	**127**	**124**	**47,638**
Texas Gulf							
Wheat	42	2,946	2,594	114	89	63	7,743
Corn	5	1,129	276	409	790	2,104	812
Soybeans	0	15	6	260	0	0	36
Total	**47**	**4,091**	**2,876**	**142**	**143**	**107**	**8,591**
Great Lakes							
Wheat	0	365	615	59	40	52	2,067
Corn	70	479	172	279	687	566	796
Soybeans	0	22	27	80	98	60	828
Total	**70**	**865**	**814**	**106**	**132**	**147**	**3,691**
Atlantic							
Wheat	0	95	66	144	0	0	301
Corn	10	306	37	825	706	1,769	249
Soybeans	20	271	396	68	n/a	n/a	801
Total	**30**	**673**	**499**	**135**	**13**	**14**	**1,352**
U.S. total from ports[2]							
Wheat	333	10,163	10,423	98	76	85	25,556
Corn	984	21,668	16,907	128	126	136	40,189
Soybeans	148	9,456	11,447	83	64	83	22,683
Total	**1,465**	**41,286**	**38,776**	**106**	**100**	**113**	**88,428**

[1] Includes weekly revisions

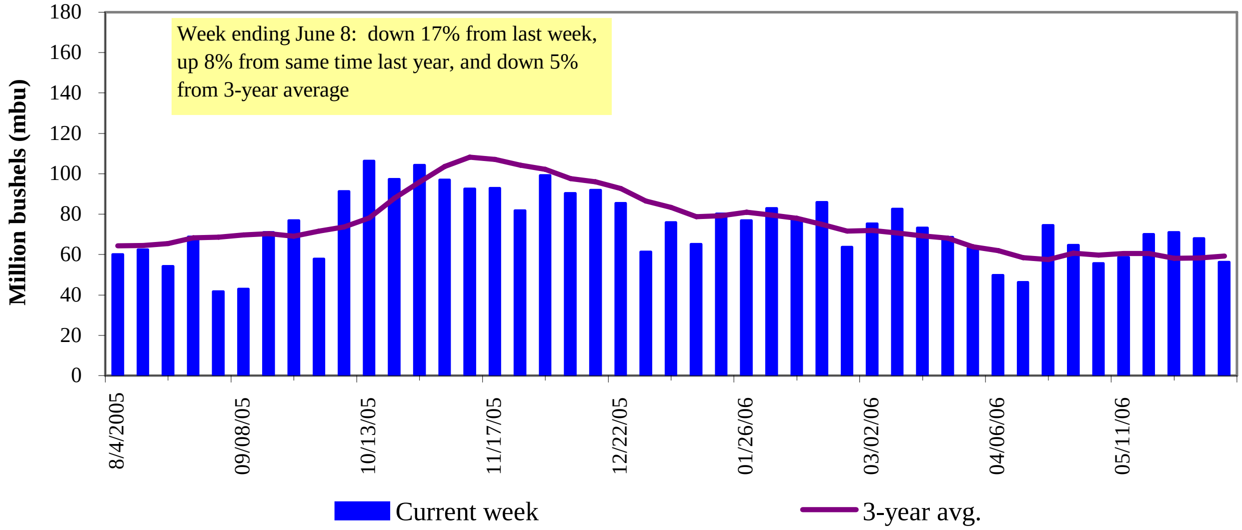
[2] Total includes only port regions shown above

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD= year-to-date; n/a = not applicable

The United States exports approximately one-quarter of the grain it produces. On average, it includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 49 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2005.

Figure 14

U.S. Grain Inspected for Export (wheat, corn, and soybeans)

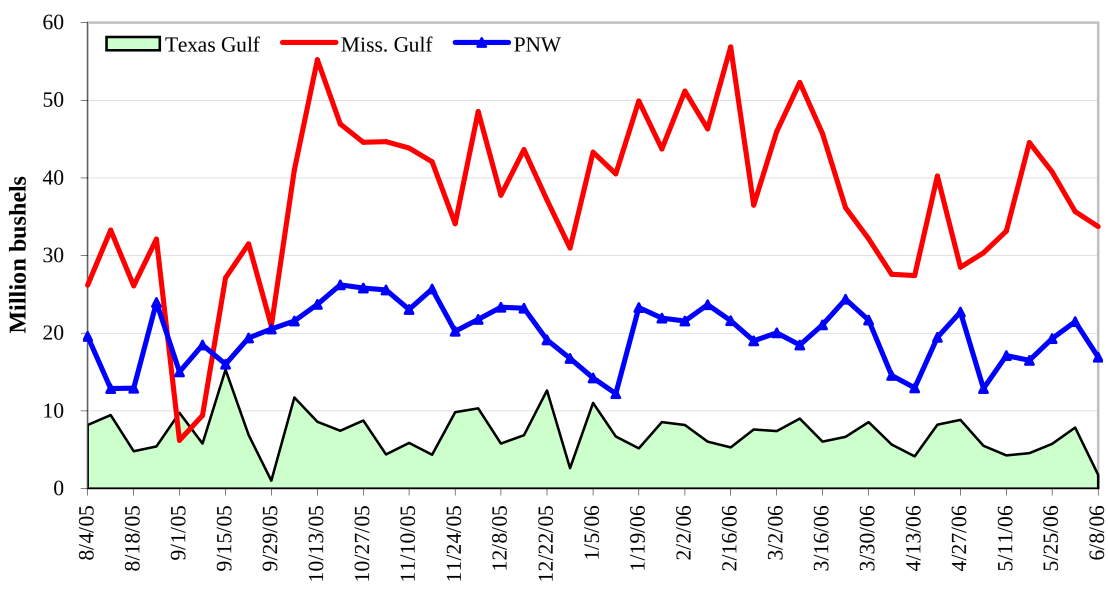


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Note: 3-year average consists of 4-week running average

Figure 15

Weekly U.S. Grain Inspections: U.S. Gulf and PNW (wheat, corn, and soybeans)



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

June 8, % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 5	down 78	down 18	down 21
Last year (same week)	up 1	down 47	down 3	up 90
3-yr avg. (4-wk run. avg)	up 9	down 62	down 1	up 8

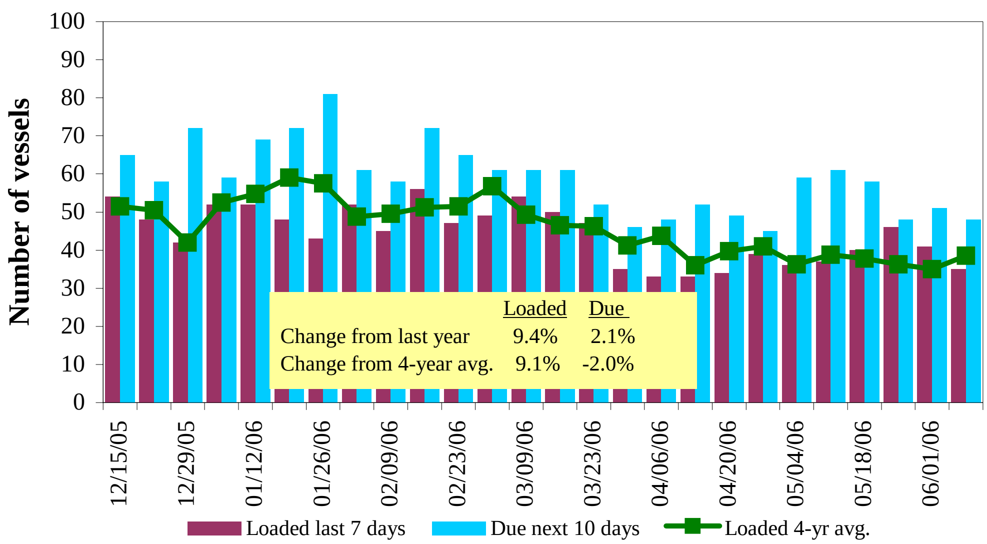
Ocean Transportation

Table 17
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
6/8/2006	19	35	48	11	6
6/1/2006	27	41	51	9	n/a
2005 range	(11..57)	(10..56)	(18..76)	(2..16)	(0..17)
2005 avg.	27	39	53	9	7

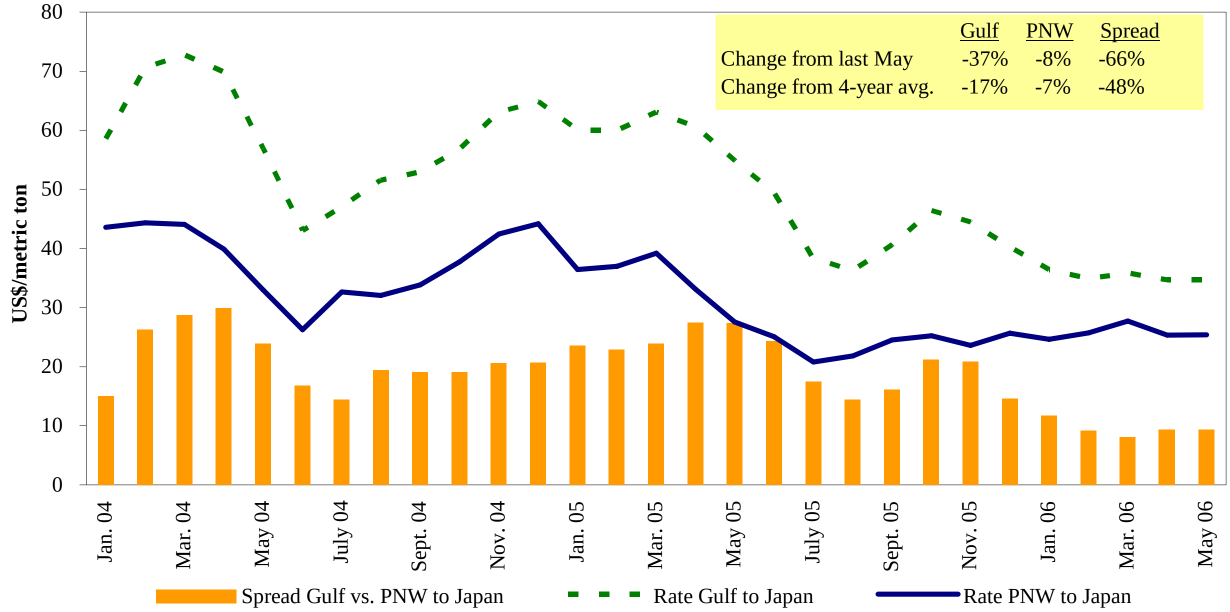
Source: Transportation & Marketing Programs/AMS/USDA

Figure 16
U.S. Gulf[1] Vessel Loading Activity, 2005/06



Source:Transportation & Marketing Programs/AMS/USDA
[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17
Grain Vessel Rates, U.S. to Japan



Source: Baltic Exchange (www.balticexchange.com)

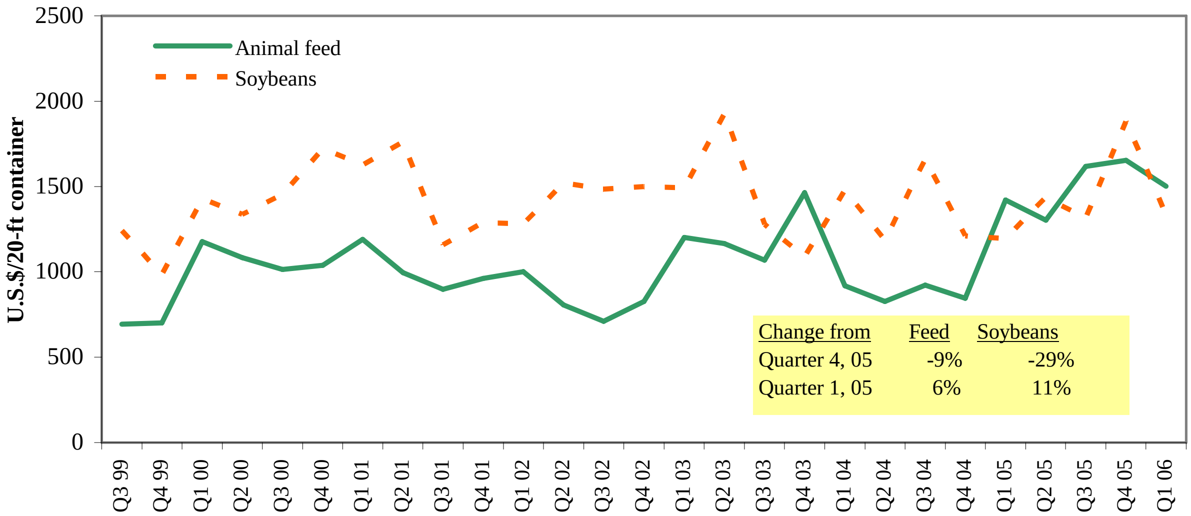
Table 18
Ocean Freight Rates For Selected Shipments, Week Ending 6/10/06

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	China	Hvy Grain	Feb 20/28	55,000	31.00
U.S. Gulf	N. China	Hvy Grain	Feb 20/28	55,000	29.75
United Kingdom	Thailand	Wheat	Feb 25/Mar 10	42,000	21.50
Gt Lakes/St. Lawrence	Jordan[1]	Wheat	Jun 15/30	22,709	54.50
Australia	Germany	Canola	Apr 15/30	55,000	34.00
Brazil	N. France	Grains	Mar 12/20	25,000	26.00
River Plate	Algeria	Hvy Grain	May 20/25	25,000	37.00
River Plate	Algeria	Hvy Grain	May 6/12	34,000	32.50
River Plate	Poland	Hvy Grain	May 20/ Jul 10	30,000	42.00
River Plate	Poland	Hvy Grain	May 20/30	30,000	42.00

Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option
[1]75 percent of food aid from the United States is required to be shipped on U.S. flag vessels. The vessels are limited in availability resulting in higher rates. In addition, destinations receiving food aid generally lack adequate port unloading facilities, requiring the vessel to remain in port for a longer duration than normal.
Source: Maritime Research Inc. (www.maritime-research.com)

Figure 18

Ocean Rates[1] for Containerized Shipments to Selected Asian Countries



[1]Rates are weighted by shipping line market share and destination country.

Countries include: Animal Feed: Busan-Korea (7%), Kaohsiung-Taiwan (42%), Tokyo-Japan (28%), Hong Kong (13%), Bangkok-Thailand (10%) and soybeans: Busan-Korea (1%), Keelung-Taiwan (81%), Tokyo-Japan (17%), Bangkok-Thailand (<1%), Hong Kong (1%)

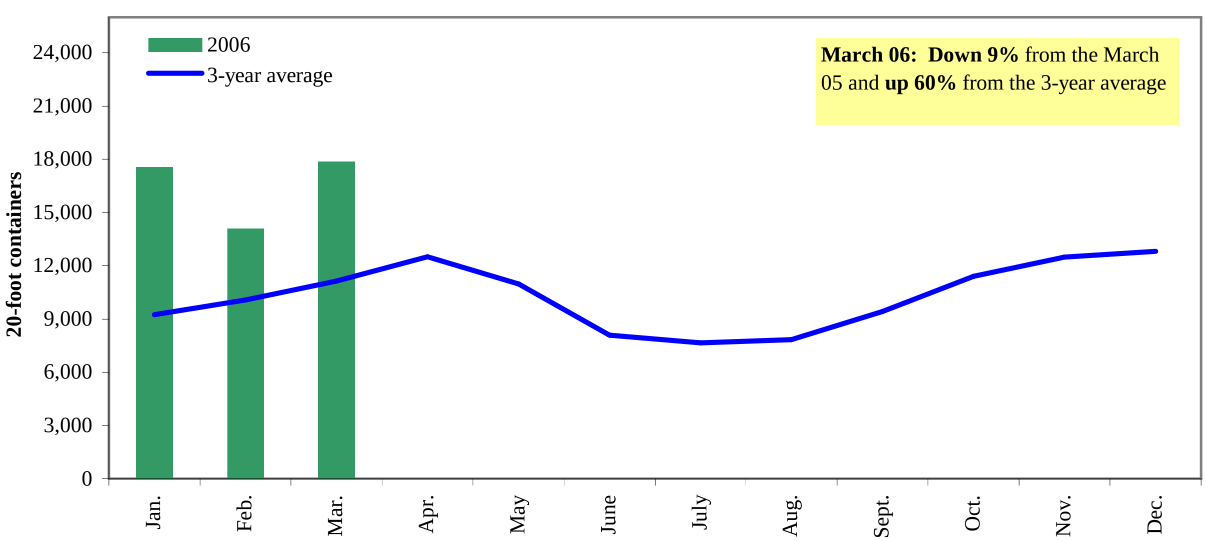
Source: Ocean Rate Bulletin, Quarter 1, 2006, Transportation & Marketing Programs/AMS/USDA

Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

During 2005, containers were used to transport 4 percent of total U.S. grain exported, and 5 percent of total U.S. grain exported to Asia.

Figure 19

Monthly Shipments of Containerized Grain to Asia



Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

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